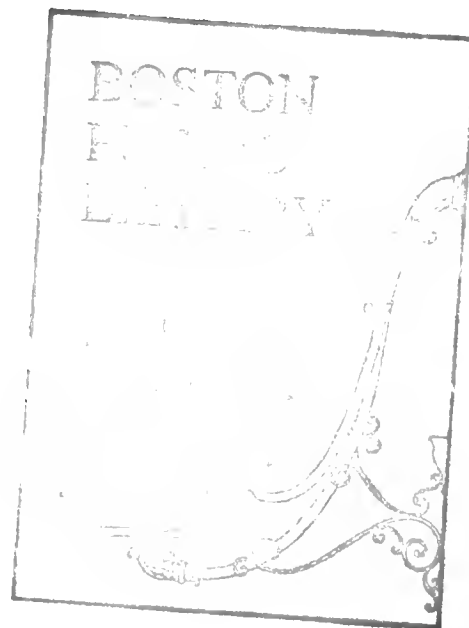
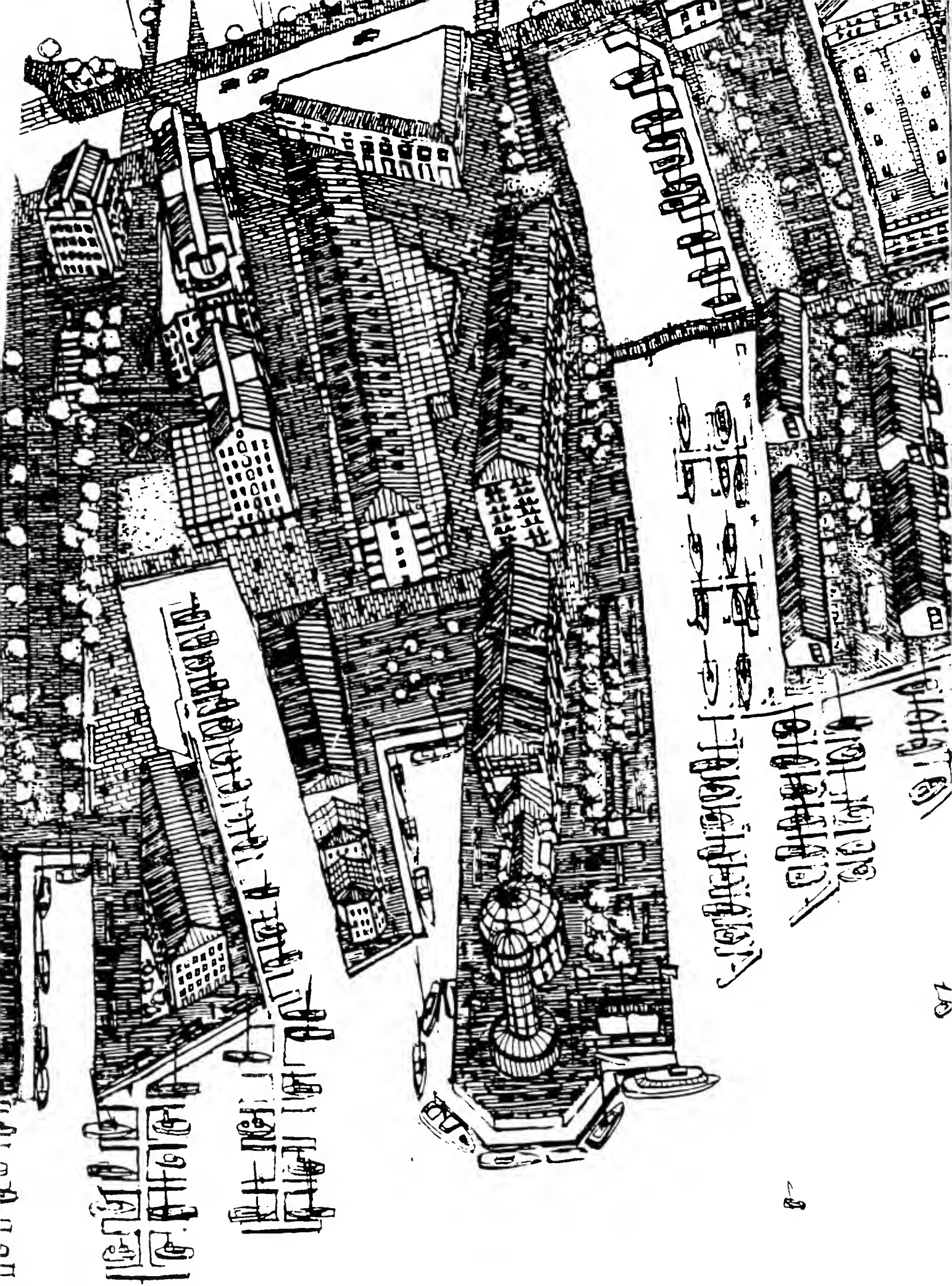


BRA

976

## SARGENT'S WHARF





## Sargent's Wharf

### Commentary

Sargent's Wharf is the last major BRA-owned parcel in the Downtown Waterfront-Faneuil Hall Urban Renewal Project available for development. There have been, over the years, numerous competing and conflicting ideas for the use of this wharf emanating from a variety of public and private interests. The two major themes have been either to keep Sargent's Wharf as a landscaped open space park with underground parking, or to develop it for housing (preferably Affordable Housing) with ancillary retail and underground parking. The BRA has prepared a draft Developers Kit, August 1986 on which I have been asked to comment. In order to successfully perform that comment review function, as well as advance a particular alternative that grew out of this study, I have prepared a series of sketch graphic alternatives, which, along with programmed use material, demonstrates some different potential development scenarios that might occur on this important parcel. My conclusions are best shown in Alternative C, which will be discussed later in the Ideas-Recommendations section, and which will attempt to demonstrate that appropriate development can take place that is reasonable in massing form, scale, height, and density, while still creating substantial urban waterfront open space where it will be most meaningful and important, which is along the edges and at the end of Sargent's Wharf. Furthermore, I am recommending the establishment of three Visual Easements, which will insure, in perpetuity, needed and proper visual access to and through this wharf to Boston Harbor. The first Visual Easement comes down from Commercial Street at the east end of Faneuil Hall Marketplace; the second Visual Easement comes down Clark Street, at the intersection with Hanover Street and Saint Stephen's Church and the Paul Revere Mall in the North End; and the third Visual Easement is the proposed new, but critically important, Cross Wharf corridor, previously discussed (Central Wharf across to Long Wharf to T Wharf Landing, across the 'Great Cove' to Commercial Wharf through Lewis Wharf, through Sargent's and up the Mystic Channel).

Alternative I and II demonstrate, taking the Draft BRA Developer Kit of August 1986, and literally translating it into potential building use, F.A.R., mass, height, setback, etc., with the resultant development, described in the accompanying statistical charts, submitted as part of this report.

Alternative I did not include the City-owned Eastern Avenue land, as reflected in that version of the Draft Kit. One can readily see that without including that Eastern Avenue land area, and conforming to the other controls, i.e., F.A.R., open space, setbacks, and height, and also assuming two standard sixty (60') foot wide typical double loaded residential type buildings, that the 1,680,000 s.f. gross permitted buildable area is reached without being able to get to the proposed maximum height limit of fifty-five (55') feet.

Alternative II follows the same Draft Kit guidelines established for Alternative I with the exception that it does include the land of Eastern Avenue, with the result being that the two proposed standard double loaded residential buildings can now reach the fifty-five (55') foot height limit that the Draft Developers' Kit proposes.

As consultants, we prepare three additional Alternative development scenarios for Sargent's Wharf, labeled Alternatives A, B, and C. Alternatives A, B, and C also assume two standard sixty foot (60') wide typical double loaded residential type buildings, but adds the three Visual Easements, previously discussed, to the proposed BRA parcel controls. The three Visual Easements are: first, Commercial Street from Faneuil Hall Marketplace; the second, Clark Street from Hanover Street; and the third, the Cross Wharf corridor. The first and second Visual Easements are the only ones that have an implication on development of Consultant Alternatives A and B.

Alternative A shows reducing the Draft Kit requirement, that 50% of the total programmed development be devoted to commercial use only, to a more reasonable requirement that retail-commercial use only be required for the ground floor, and that 50% of this be for active publicly-used retail. This Alternative A also reduces the minimum thirty-five (35') foot water side edge setback requirement to fifteen (15') feet. The implication of adding the three Visual Easements and holding the 50% open space requirement (ground floor footprint of the buildings) is a reduction in the amount of potential total programmed development, from 224,000 s.f. gross allowed to only 200,800 f.f. gross, a loss of 23,200 s.f. gross. This 23,200 s.f. gross loss of floor space could be made up by widening the sixty (60') foot wide building or exceeding the fifty-five (55') foot height limit, or inserting a building in the open space landscaped area between Commercial Street and the Visual Easement, which we have done in Alternative B, and which is more desirable from an Urban Design standpoint, than leaving it as an open space.

Alternative B also reduces the Draft Kit requirement that 50% of the total programmed development be devoted to commercial use only, to retail-commercial use only be required on the ground floor, and that 50% of this be for active publicly-used retail. This Alternative B treats the water edges the same as Alternative A, except that it eliminates the one large transparent structure at the end of the wharf, and divides it into two transparent structures. However, Alternative B demonstrates that by substituting a building (Building C) for what was landscaped open space, the maximum potential total programmed development allowed of 224,000 s.f. gross can be reached without an increase in height. The open space loss of (approximately 8,500 s.f. gross) is replaced by increasing, in the same amount, the landscaped open space at the end of the wharf, thus maintaining the 50% open space requirement.

### Ideas-Recommendations

1. I recommend that the Draft Developer's Kit for Sargent's Wharf be modified to reflect increased mixed-use development and, most importantly, encourage the extension of pier type construction out into the area between the older 1880 U.S. Pierhead line and the newer U.S. Pierhead Bulkhead line of 1939; and that this increased pier area be devoted almost exclusively to public open space, with only a modest amount of auxiliary active publicly-oriented retail, and that maximum dockage for boats, ships, water taxis, etc., for the benefit of the general public be permitted and encouraged. Furthermore, I recommend, that in contrast, to the 'upper income', higher priced housing, hotel, office, shops and parking complex appropriate for Rows Wharf (which is adjacent to the Downtown Financial District) that Sargent's Wharf (which is adjacent to

the North End Residential District) be developed as an attractive waterfront place that, both in appearance and in the kinds of mixed uses created, is oriented more towards 'moderate income', appealing to North Enders, Bostonians, and visitors to Boston of somewhat less affluent means.

If I were to put into words, instead of pictures the key ingredients, I have in mind when I conjure up my image of future Sargent's Wharf, it consists of the following: that it possesses an urban wharf atmosphere that is inviting, frequented, and enjoyed by the general public; that it must be physically, aesthetically attractive, both in its building and open spaces; that it must possess a carefully balanced and special blend of open space along with appropriate development use; that it must have uses that work synergistically; that it must provide an appearance and feeling of surveillance and security; furthermore, that the open space that is created be both open to maximize views, yet protected from the ever changing New England weather; that it be appropriately landscaped, provided with comfortable seating, adequate lighting, and trash receptacles of sufficient capacity and practicality; and that it most importantly be an open space that is supported and reinforced by an appropriate variety of immediately adjacent complimentary active uses, which work to generate the life and activity required for successful year round, day/night public enjoyment. These are the attributes of other successful urban waterfronts, whether in this country, in Europe, or in other parts of the world.

To achieve what I believe to be a quality successful development for Sargent's Wharf, I recommend the following: that mixed-uses be encouraged, but that the predominant use for this site be Affordable Housing, the ground floor of which is devoted to active, publicly used retail; the second predominant use should be open space appropriately landscaped reflecting the urban waterfront character of this space; the third important use being underground parking; the fourth use, a modestly priced and sized inn/hotel; and the fifth use being any appropriate waterfront dependent use, e.g., lobstering, ship chandlery, sailing school, boating club, etc., plus encouragement of all kinds of boats to use the dockage provided at this wharf. The end of the pier should be devoted to public use, with a Public Observation Tower, with a water taxi-ticketing room at its base, there could also be a glass enclosed 'Winter Garden', and possibly an adjacent carousel. I also propose a pedestrian bridge be built across the water inlet between Sargent's Wharf and Union Wharf, as part of the Cross Wharf, HARBORPARK network previously referred to.

The above verbally described development for Sargent's Wharf is depicted, graphically in Alternative C and requires that Sargent's Wharf be extended beyond its current granite solid fill bulkhead, seaward, both to the older 1880 Pierhead line, and out still further to the 1939 U.S. Pierhead Bulkhead line.

The pier extension recommendation included in Alternative C probably will engender some criticism and debate, but I hope that after the idea is carefully considered, that it will be adopted. It is sometimes for-

gotten just how the land mass referred to today as Boston became Boston. Much of Boston's land mass was created by land fill and later by wharf and pier construction. One needs only to read the Topographic History of Boston by the late Bostonian Historian, Walter Muir Whitehill, or look at historic Boston maps, to see how the current land mass of Boston was created. From reading these historical accounts, each progressive fill, whether it was for creating the land on which Faneuil Hall was built in 1742, or later when Quincy Market and North and South Market Streets were built in 1825-26, or observing how far Long Wharf stuck out into Boston Harbor from the Boston peninsula, or how the land fill for the South End and the Back Bay was obtained - none of these changes to Boston's land mass were accomplished without some controversy, and furthermore none could have been accomplished without some vision and leadership. The benefits for extending Sargent's Wharf, out to almost the 1939 Pierhead Bulkhead line, seem clear to me, at least, and are consistent with the historical patterns of creating needed land mass in Boston. It should be noted that in Alternative C the so-called 'land created', since it is created by pier or wharf construction, rather than by bulkheading and solid fill, between the 1880 and 1939 lines is almost exclusively for public open space and use, not for private development.

Another area in my Ideas-Recommendations section that will probably provoke some discussion and debate, and, maybe some criticism, is my recommendation of permitting the height for Building B to exceed the proposed fifty-five (55') foot height limit (including Mechanical Penthouses) that is proposed in the BRA Draft Developers Kit, as well as proposed in the Interim Overlay Planning District (IPOD) regulations that currently are circulating for review.

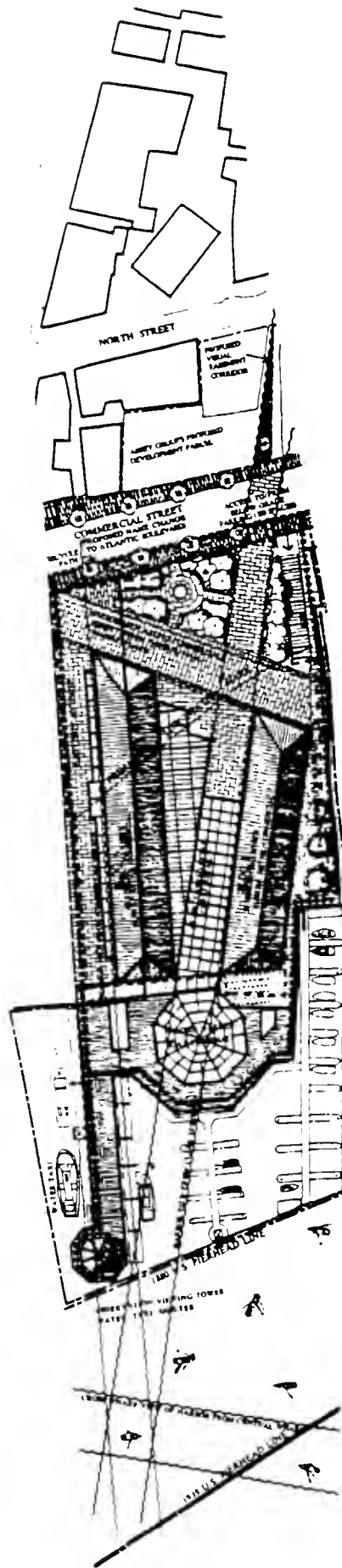
My reasoning for not supporting a uniform height is that, historically, the Boston Waterfront and its wharves and piers have always had buildings of varying heights, and frankly, this height variation has created a richer texture to the Boston peninsula as seen from the land side, or from the Boston Harbor side. This height variation, both from an urban design and architectural form point of view, provides a more interesting scale to the 'broken tooth', land-water-slip-land waterfront edge pattern of Boston that would be achieved, in my opinion, by the uniform building height, that is being promulgated. This statement of mine should not be construed to infer that I support tall-or so-called 'high rise' buildings for this North End section of the Boston Waterfront, because I do not support such buildings. I should also state, categorically, that I vigorously support and find logical and appropriate the fifty-five foot (55') height limit for buildings in the North End - first, because that is and has been the historic scale of many buildings in this district, and second, because of the very narrow streets, and lack of adequate natural light and the limited amount of available open space. (As an aside, when I was leaving my Waterfront Planning Design position in 1964, I opposed the saving of the so-called 'Prince Spaghetti Building', let alone its rooftop additions, but I was overruled by the BRA's development staff, who were concerned about stimulating development in Boston.) One further comment about the IPOD controls that are under consideration: imposition of including the elevator machine equipment room, as well as

the mechanical equipment within this fifty-five foot (55') height limit, will succeed in encouraging Developers to go for flat roof buildings, rather than for potentially more interesting and more in scale pitched and mansarded roof buildings.

To sum up, while I support a fifty-five foot (55') height limit in the North End, west of Commercial Street-Atlantic Avenue, I find it both arbitrary and not helpful to impose the same height limit on the North End Waterfront section of Boston Harbor. My recommendation would be to establish, over the next several months, specific development guidelines and controls for each wharf along the Downtown-North End section of the Boston Waterfront, beginning with Sargent's Wharf. These development guidelines and controls should relate to an overall comprehensive plan-urban design framework, and not be just a series of ad hoc recommendations. The kind of planning-urban design guidelines and controls I envision, while being wharf specific, are not so architecturally specific, so that each wharf and each building looks like the other, yet, not so general, that the Developer and/or his Architect, can put inappropriate buildings in the wrong location or block visual access to the Harbor, or be too tall, therefore casting permanent shadows on pedestrian used open space, or be lower buildings that may be low in height but appear quite massive in scale, and would be better a story or two higher, and a little less bulky.

If this approach can be adopted and tried in the promulgating guidelines and controls for a Developer's Kit for Sargent's Wharf, I believe this approach can become the model for establishing similar guidelines and controls for the other wharves and piers in Boston Harbor.





**SARGENT'S WHARF  
CONSULTANT'S PROPOSAL  
ALTERNATIVE A**



SARGENT'S WHARF  
CONSULTANT'S PROPOSAL - ALTERNATIVE A

(Following controls as established by BRA Developers' Kit of Alternative II)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2  
Open Space Requirements: 50% of site area  
Setbacks: 15 feet from water edges (proposed revision to 35' required in BRA Draft Developers' Kit and by IPD requirements)  
Height: 55' (to peak of roof)  
Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)  
Parking: Below surface parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development:  $112,000 \times 2 = 224,000$  S.F. Gross  
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A  $60' \times 310' = 18,500$  S.F. Building Footprint  
Building B  $60' \times 250' = 15,000$  S.F. Building Footprint  
Glass Covered Retail = 21,500 S.F.  
55,000 S.F. (less than 50% building coverage allowed)

Retail/Commercial Use Requirement: 100% of ground floor = 55,000 S.F. required minimum.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

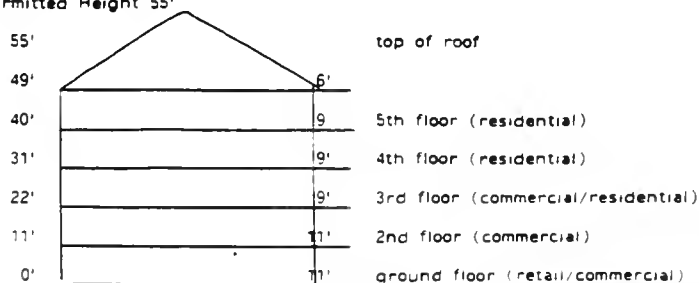
	Retail-Commercial (as required)	Housing (one and two br. apts)	Units
<u>Building A</u>			
Ground:	18,500 S.F.	-	-
Second:	-	18,500 S.F.	17
Third:	-	18,500 S.F.	17
Fourth:	-	18,500 S.F.	17
Fifth:	-	18,500 S.F.	17
Sub-totals:	18,500 S.F.	74,000 S.F.	68 units
<u>Building B</u>			
Ground:	15,000 S.F.	-	-
Second:	-	15,000 S.F.	17
Third:	-	15,000 S.F.	17
Fourth:	-	15,000 S.F.	17
Fifth:	-	15,000 S.F.	17
Sub-totals:	15,000 S.F.	60,000 S.F.	56 units
<u>Glass Covered Retail</u>			
Ground:	21,500 S.F.	-	-
Sub-totals:	21,500 S.F.	-	-
Totals	55,000 S.F.	134,000 S.F.	124 units

ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development 224,000 S.F. Gross  
Building A Sub-total 92,500 S.F. Gross  
Building B Sub-total 75,000 S.F. Gross  
Glass Covered Retail Sub-total 21,500 S.F. Gross  
Total Development 189,000 S.F. Gross (less than maximum allowed development area)

MAXIMUM DEVELOPMENT HEIGHT (Building A,B,&C shown)

Permitted Height 55'





SARGENT'S WHARF  
CONSULTANT'S PROPOSAL - ALTERNATIVE B

(Following controls as established by BRA Developers' Kit of Alternative II)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

CONSULTANT'S PROPOSED CONTROLS

F.A.R. 2  
Open Space  
Requirements: 50% of site area  
Setbacks: 15 feet from water edges (proposed revision to 35' required in BRA Draft Developers' Kit and by IPD requirements)  
Height: 55' (to peak of roof)  
Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)  
Parking: Below grade parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS.

Gross Area Available for Development:  $112,000 \times 2 = 224,000$  S.F. Gross  
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A  $60' \times 310' = 18,500$  S.F. Building Footprint  
Building B  $60' \times 250' = 15,000$  S.F. Building Footprint  
Building C (see plan) = 8,500 S.F. Building Footprint  
Glass Covered Retail = 14,000 S.F.  
56,000 S.F. (meets 50% building coverage allowed)

Retail/Commercial Use Requirement. 100% of ground floor = 56,000 S.F. required minimum

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

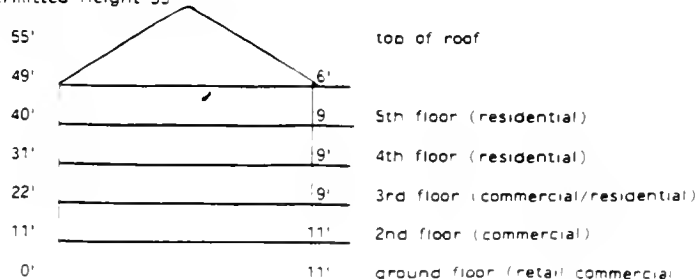
	Retail-Commercial (as required)	Housing (one and two br. apts)	Units
<u>Building A</u>			
Ground	18,500 S.F.	-	-
Second	-	18,500 S.F.	17
Third	-	18,500 S.F.	17
Fourth	-	18,500 S.F.	17
Fifth	-	18,500 S.F.	17
Sub-totals	18,500 S.F.	74,000 S.F.	68 units
<u>Building B</u>			
Ground	15,000 S.F.	-	-
Second	-	15,000 S.F.	17
Third	-	15,000 S.F.	17
Fourth	-	15,000 S.F.	17
Fifth	-	15,000 S.F.	17
Sub-totals:	15,000 S.F.	60,000 S.F.	56 units
<u>Building C</u>			
Ground	8,500 S.F.	-	-
Second	8,500 S.F.	-	-
Third	8,500 S.F.	-	-
Fourth	-	8,500 S.F.	7
Fifth	-	8,500 S.F.	7
Sub-totals	25,500 S.F.	17,000 S.F.	14
<u>Glass Covered Retail</u>			
Ground	14,000 S.F.	-	-
Sub-totals	14,000 S.F.	-	-
Totals	73,000 S.F.	151,000 S.F.	138 units

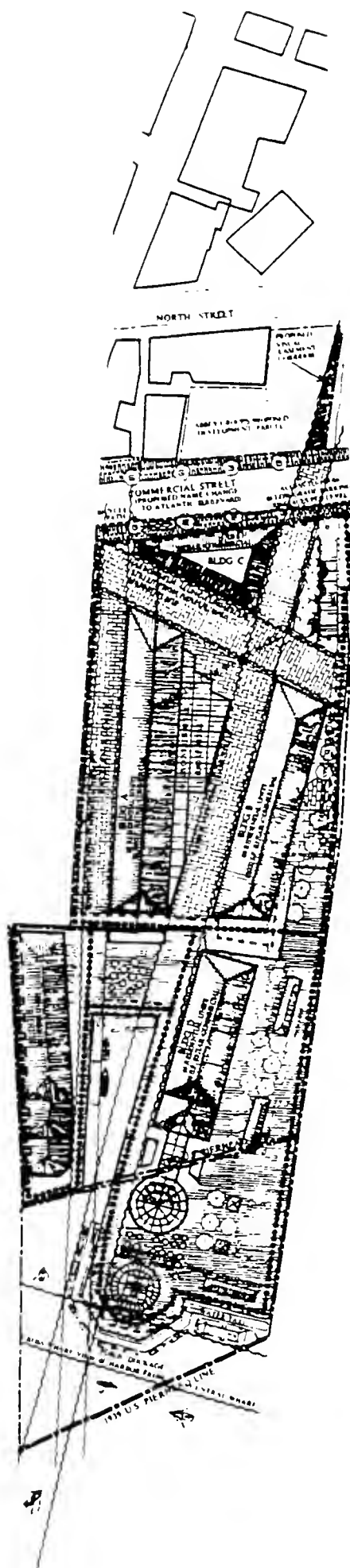
ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development 224,000 S.F. Gross  
Building A Sub-total 92,500 S.F. Gross  
Building B Sub-total 75,000 S.F. Gross  
Building C Sub-total 42,500 S.F. Gross  
Glass Covered Retail Sub-total 14,000 S.F. Gross  
Total Development 224,000 S.F. Gross (maximum allowed development area)

MAXIMUM DEVELOPMENT HEIGHT (Building A,B,&C shown)

Permitted Height 55'





**SARGENT'S WHARF**  
**CONSULTANT'S PROPOSAL**  
**ALTERNATIVE C**

SARGENT'S WHARF  
CONSULTANT'S PROPOSAL - ALTERNATIVE C

SITE AREA: 238,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area on Eastern Avenue + 70,000 S.F. water area from granite bulkhead to 1880 U.S. pierhead line + 56,000 S.F. water area from 1880 U.S. pierhead line to 1939 U.S. pierhead line).

CONSULTANT'S PROPOSED CONTROLS:

F.A.R. 2 (56,000 S.F. water area from 1880 U.S. pierhead line to 1939 U.S. pierhead line is not to be used in F.A.R. calculations)

Open Space  
Requirements: 50% of site area

Setbacks: 15 feet from water edges (proposed revision to 35' IPOD requirement)

Height: 75' (to peak of roof). (Proposed revision to IPOD requirement of 55' height limit for all structures within 110 feet of water's edge.)

Land Use: Retail/Commercial use required on ground floor. Minimum of 50% retail required at ground floor with balance being commercial. (Proposed revision to Developers' Kit requirement of 50% commercial use for total building gross S.F.)

Parking: Below surface parking to serve on-site and some off-site uses required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development: 182,000 x 2 = 364,000 S.F. Gross  
Site Area 182,000 S.F. - 50% open space = 91,000 S.F. building coverage allowed.

Building A 60' x 310' = 18,500 S.F. Building Footprint  
Building B 60' x 250' = 15,000 S.F. Building Footprint  
Building C (see plan) = 9,500 S.F. Building Footprint  
Building D 60' x 200' = 12,000 S.F. Building Footprint  
Building E 45' x 240' = 12,000 S.F. Building Footprint  
Class Covered Retail = 12,000 S.F. Building Footprint  
8,000 S.F. (43% building average 157% open space)

Retail/Commercial Use Requirement: 100% of ground floor = 78,000 S.F. required minimum.

Parking Spaces Available: 200 spaces per level available below grade.

AREA DISTRIBUTION

	Retail- Commercial (as required)	Hotel	Hotel Units	Housing (one and two-br. apts.)	Units
<u>Building A</u>					
Ground:	18,500	-	-	-	-
Second:	-	-	-	18,500	17
Third:	-	-	-	18,500	17
Fourth:	-	-	-	18,500	17
Fifth:	-	-	-	18,500	17
Sub-total	18,500	-	-	74,000	58 units
<u>Building B</u>					
Ground:	15,000	-	-	-	-
Second:	-	-	-	15,000	14
Third:	-	-	-	15,000	14
Fourth:	-	-	-	15,000	14
Fifth:	-	-	-	15,000	14
Sixth:	-	-	-	15,000	14
Seventh:	-	-	-	15,000	14
Sub-total	15,000	-	-	90,000	58 units



### AREA DISTRIBUTION

<b>Building C</b>					
Ground:	8,500	-	-	-	-
Second:	8,500	-	-	-	-
Third:	8,500	-	-	-	-
	<u>25,500</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Building D</b>					
Ground:	12,000	-	-	-	-
Second:	-	-	-	12,000	11
Third:	-	-	-	12,000	11
Fourth:	-	-	-	12,000	11
Fifth:	-	-	-	12,000	11
Sub-total	<u>12,000</u>	<u>-</u>	<u>-</u>	<u>48,000</u>	<u>44 units</u>
<b>Building E</b>					
Ground:	-	12,000	-	-	-
Second:	-	14,500	32	-	-
Third:	-	14,500	32	-	-
Fourth:	-	12,000	27	-	-
Fifth:	-	10,500	23	-	-
Sixth:	-	5,000	11	-	-
Sub-total	<u>-</u>	<u>69,000</u>	<u>125</u>	<u>-</u>	<u>-</u>
<b>Glass Covered Retail</b>					
Ground:	12,000	-	-	-	-
Sub-total	<u>12,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Totals</b>	<b>83,000 s.f.</b>	<b>69,000 s.f.</b>	<b>125 units</b>	<b>212,000 s.f.</b>	<b>196 units</b>

### ANALYSIS OF AREA DISTRIBUTION

Permitted Development	364,000 S.F. Gross	
Building A Sub-total	92,500 S.F. Gross	
Building B Sub-total	105,000 S.F. Gross	
Building C Sub-total	25,500 S.F. Gross	
Building D Sub-total	60,000 S.F. Gross	
Building E Sub-total	69,000 S.F. Gross	
Glass Covered Retail Sub-total	12,000 S.F. Gross	
	<u>364,000 S.F. Gross</u>	(Maximum Allowed Development Area)
<b>Retail-Commercial</b>		
Proposed Total	83,000 S.F. Gross	
Hotel Total	69,000 S.F. Gross	
Residential Total	212,000 S.F. Gross	
Total Development	<u>364,000 S.F. Gross</u>	(Maximum Allowed Development Area)

### Unit Count:

Hotel 125 units\*

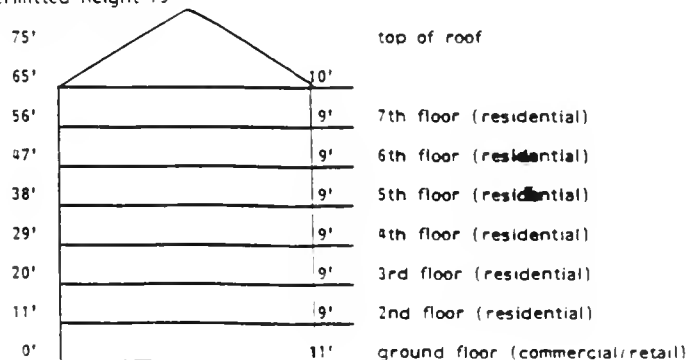
Residential 196 one-and two-bedroom units

\*Note: If area proposed for hotel use was developed as residential, the unit count would be:

196 units (currentlv shown)  
 52 units (currentlv shown as 125 hotel units)  
248 total housing units

### MAXIMUM DEVELOPMENT HEIGHT (Building B Shown)

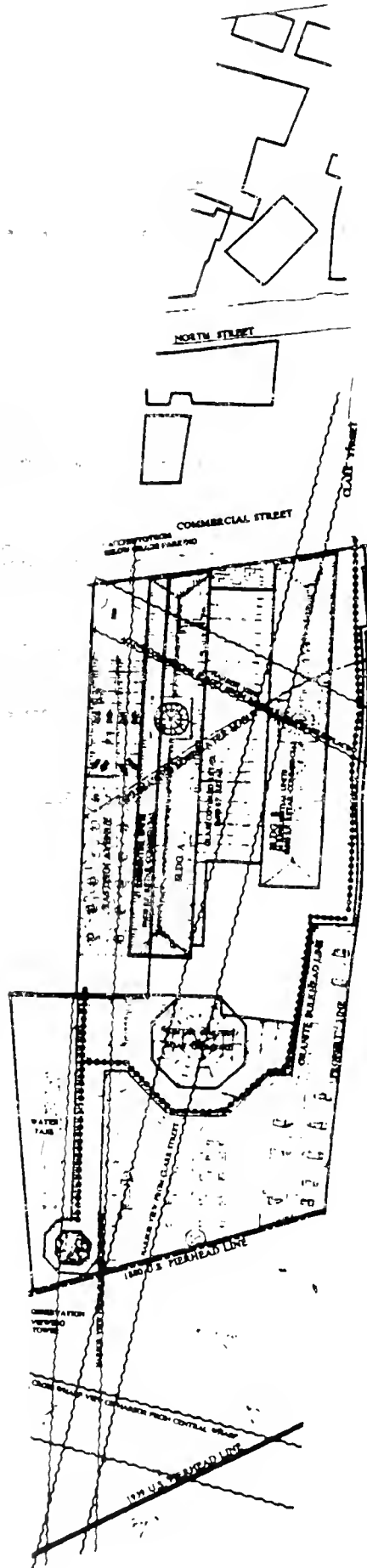
Permitted height 75'











SARGENT'S WHARF

ALTERNATIVE 1

SARGENT'S WHARF  
ALTERNATIVE I

(From BRA Draft Developer's Kit, August 1986, does not include use of Eastern Avenue Land)

SITE AREA: (84,000 S.F.  $\pm$  land area)

BRA PROPOSED CONTROLS.

F.A.R. 2  
Open Space  
Requirements: 50% of site area  
Setbacks: 35' from water edges  
Height: 55' (including mechanical penthouses)  
Land Use: Commercial requirement of 50% for the total building gross S.F.  
Parking: Below grade parking to serve on-site and some off-site uses are required.

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development:  $84,000 \times 2 = 168,000$  S.F. Gross  
Site Area 84,000 S.F. - 50% open space = 42,000 S.F. building coverage allowed.

Building A  $60' \times 375' = 22,500$  S.F.  
Building B  $60' \times 325' = 19,000$  S.F.  
42,000 S.F. (meets 50% building coverage allowed)

Commercial Use Requirement:  $50\% (168,000 \text{ S.F.} \times 50\%) = 84,000$  S.F. Gross allowed.

Parking Spaces Available: 300 spaces per level available below grade.

AREA DISTRIBUTION

	<u>Retail-Commercial</u> <u>(as required)</u>	<u>Housing</u> <u>(one and two br. apts)</u>	<u>Units</u>
<u>Building A</u>			
Ground:	22,500 S.F.	-	-
Second:	22,500 S.F.	-	-
Third:	-	22,500 S.F.	20
Fourth:	-	22,500 S.F.	20
Sub-totals	45,000 S.F.	45,000 S.F.	40
<u>Building B</u>			
Ground:	19,500 S.F.	-	-
Second:	19,500 S.F.	-	-
Third:	-	19,500 S.F.	18
Fourth:	-	19,500 S.F.	18
Sub-totals	39,000 S.F.	39,000 S.F.	36
Totals	84,000 S.F.	84,000 S.F.	76 units

ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

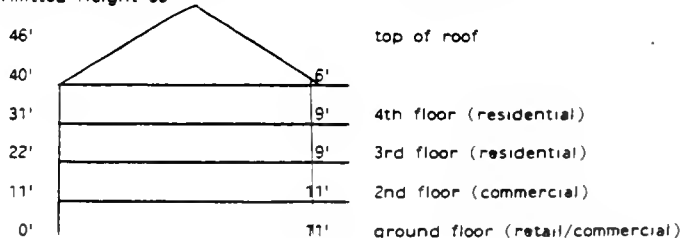
Permitted Development 168,000 S.F. Gross

Building A 22,500 S.F. Gross (Building Footprint Area)  
Building B 19,500 S.F. Gross (Building Footprint Area)  
Total 42,000 S.F. Gross (Building A and B Footprint Area)

Building A and B  $42,000 \text{ S.F.} \times 4 \text{ stories} = 168,000$  S.F. Gross  
(Maximum Allowed Development Area)

MAXIMUM DEVELOPMENT HEIGHT (Building A & B shown)

Permitted Height 55'

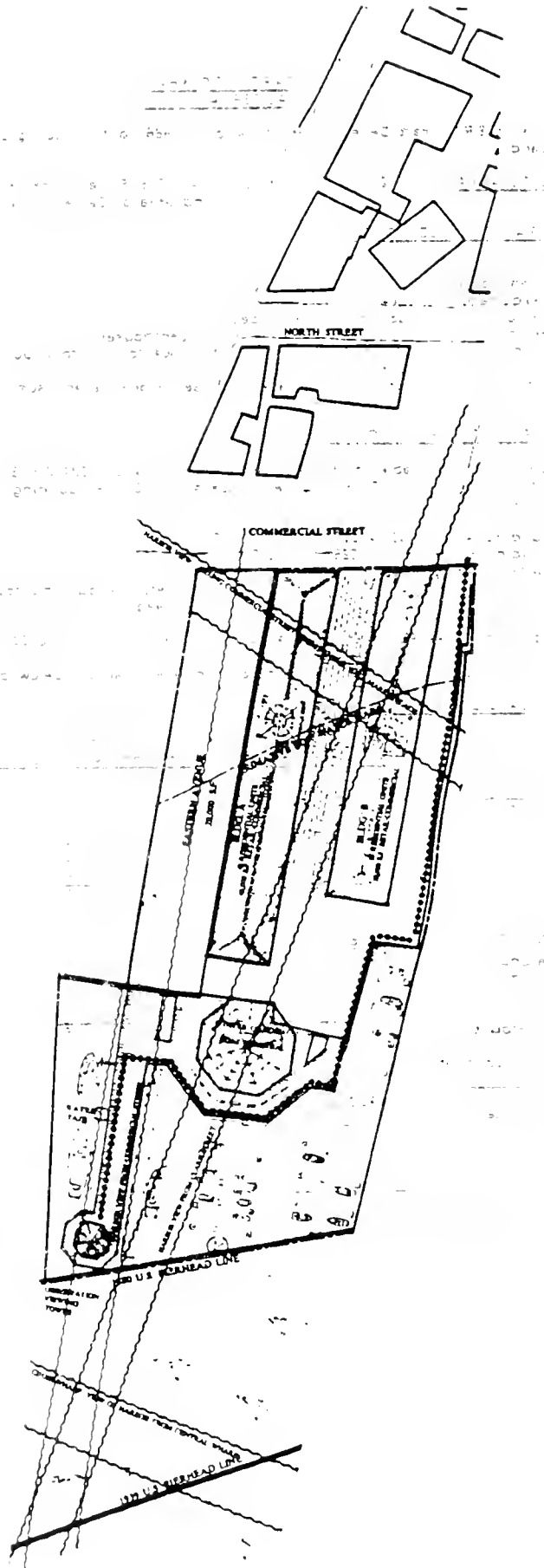


Due to the FAR limitation of two, permitting a building development area of 168,000 S.F., the proposed building cannot go to the 55' height limit permitted. Should the Gross Building Footprint Area be reduced to permit a 5th floor, this would not increase the amount of development area and, therefore, would have no effect on adding residential units.

If the commercial use requirement were reduced from 50% to 25%, this would allow an additional 42,000 S.F. to be devoted to residential, thereby adding 40 one and two-bedroom apartments.



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SARGENT'S WHARF

ALTERNATIVE II

SARGENT'S WHARF  
ALTERNATIVE II

(Using BRA Draft Developer's Kit, August 1986; but including Eastern Avenue Land)

SITE AREA: 112,000 S.F. Gross (84,000 S.F. land area + 28,000 S.F. land area of Eastern Avenue)

BRA PROPOSED CONTROLS:

F.A.R. 2  
Open Space  
Requirements: 50% of site area  
Setbacks: 35' from water edges  
Height: 55' (including mechanical penthouses)  
Land Use: Commercial requirement of 50% for the total building gross S.F.  
Parking: Below grade parking to serve on-site and some off-site uses are required

IMPLICATIONS OF CONTROLS:

Gross Area Available for Development:  $112,000 \times 2 = 224,000$  S.F. Gross  
Site Area 112,000 S.F. - 50% open space = 56,000 S.F. building coverage allowed.

Building A  $60' \times 375' = 22,500$  S.F.  
Building B  $60' \times 325' = 19,500$  S.F.  
Glass Covered Retail  $4,000$  S.F.  
56,000 S.F. (meets 50% building coverage allowed)

Commercial Use Requirement:  $50\% (224,000 \text{ S.F.} \times 50\%) = 112,000$  S.F. Gross allowed.

Parking Spaces Available: 300 spaces per level available below grade

AREA DISTRIBUTION

	Retail-Commercial (as required)	Housing (one and two br. apts)	Units
<u>Building A</u>			
Ground:	22,500 S.F.	-	-
Second:	22,500 S.F.	-	-
Third:	14,000 S.F.	8,500 S.F.	7
Fourth:	-	22,500 S.F.	20
Fifth:	-	22,500 S.F.	20
Sub-totals	<u>59,000 S.F.</u>	<u>53,500 S.F.</u>	<u>47 units</u>
<u>Building B</u>			
Ground:	19,500 S.F.	-	-
Second:	19,500 S.F.	-	-
Third:	-	19,500 S.F.	18
Fourth:	-	19,500 S.F.	18
Fifth:	-	19,500 S.F.	18
Sub-totals	<u>39,000 S.F.</u>	<u>58,500 S.F.</u>	<u>54 units</u>
<u>Glass Covered Retail</u>			
Ground:	14,000 S.F.	-	-
Sub-totals:	<u>14,000 S.F.</u>	-	-
Totals	112,000 S.F.	112,000 S.F.	101 units

ANALYSIS OF BUILDING DEVELOPMENT IN RELATION TO PROPOSED BRA CONTROLS

Permitted Development 224,000 S.F. Gross

Building A 22,500 S.F. Gross (Building Footprint Area)  
Building B 19,500 S.F. Gross (Building Footprint Area)  
Total 42,000 S.F. Gross (Building A and B Footprint Area)

Building A and B  $42,000 \text{ S.F.} \times 5 \text{ stories} = 210,000$  S.F. Gross  
Glass Covered Retail 14,000 S.F. Gross  
224,000 S.F. Gross (Maximum Allowed Development Area)

MAXIMUM DEVELOPMENT HEIGHT (Building A, B, & C shown)

Permitted Height 55'

